

**2006-2010 Five Year
Transportation Program**

Expanding the System

Highway Capacity Improvements and New Roads

2006-2010

Five Year Transportation Program

The following section identifies the highway capacity improvement and new roads projects that have been part of MDOT's regular program, received funding from the Jobs Today Initiative or received an earmark from the SAFETEA-LU transportation reauthorization bill. All projects listed have been developed in accordance with the department's five year transportation program development process and are listed by region.

For those projects that received a SAFETEA-LU earmark and are new to MDOT's program, the department will work with its transportation stakeholders to develop strategies to implement these earmarks consistent with the description contained within the bill.

Superior Region

The Superior Region continues to experience growth in its successful year-round tourism industry and the relocation of Midwestern retirees heading to the Upper Peninsula. The very successful passing relief lane program will be continued to further increase passing opportunities associated with trucks and recreational vehicles. The region is planning to construct an additional 15 miles of passing relief lanes throughout the next three years.

Major Roadway Improvements

M-64 Bridge over the Ontonagon River

A re-located fixed-bridge on a new alignment is under construction to replace the existing swing-bridge. 2005 activities include the construction of all piers and abutments, including the installation of over half of the main support beams. Railroad tracks and utilities have been relocated concurrently with the construction of the new roadway.

2006 activities will include: completing the wetland mitigation requirements, removing the old swing-bridge, and upgrading the "old M-64" prior to transferring it to the village of Ontonagon. Context Sensitive Design elements for this project include textured simulated stone (stamped concrete), the installation of historic lighting, a non-motorized pathway, and numerous tree plantings. The new bridge is scheduled for a 2006 Labor Day opening.

I-75 from M-134 to the north Mackinac County line, Mackinac County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to rehabilitate approximately nine miles of I-75 from M-134 to the north Mackinac County line in 2006. This earmark will allow the department to extend the fix-life of this improvement from 12 years to 20 years.

North Region

The North Region continues to provide quality transportation services for Michigan's highly successful year-round tourism industry. Preservation of the existing system remains a high priority. The effective passing relief lane program will be continued with 20 miles of passing relief lanes planned through 2008.

MDOT continues a strategy to address operational issues and remove congestion points, wherever possible, to ensure the smooth flow of traffic. The department also continues to address recreational and daily congestion problems in specific locations such as Alpena, Cadillac, Gaylord, Grayling, Petoskey and Traverse City.

Major Roadway Improvements

M-72 from US-31 to Lautner Road, Grand Traverse County

A preliminary traffic impact and a geometric design study were recently completed for this segment of M-72 in Grand Traverse County. The purpose of the study was to determine future traffic volumes and evaluate design options to accommodate the high volume of left turns at the M-72/US-31 intersection.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark contained within SAFETEA-LU for this project will be used to implement operational improvements at the intersection of M-72 and US-31 in 2007.

M-55 Passing Relief Lanes between M-37 and M-115, Wexford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to design and construct a 2.9 mile passing relief project along M-55 in Wexford County. Construction is anticipated to begin in 2007.

US-131 Manistee River bridge widening, Wexford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to complete environmental clearance and design activities associated with replacing and widening the US-131 bridge over the Manistee River to match the cross-sections north and south of the existing bridge.

US-31 from Manistee Bascule Bridge to Lincoln Street, Manistee

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to implement operational improvements identified as part of a recently completed access management study along US-31.



M-168 reconstruction, Village of Elberta

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to reconstruct M-168. Construction is anticipated to occur in 2010.

Petoskey Transportation Needs Study, Emmet County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. A portion of this earmark will initially be used by the Northwest Michigan Council of Government to conduct a transportation needs study of the Petoskey area.

Grayling Transportation Needs Study, Crawford County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark was a re-designation of a TEA-21 High Priority earmark. This earmark will initially be used by the Northeast Michigan Council of Governments to complete a transportation needs study in Grayling.

US-131, Manton Bypass Landscaping, Wexford County

This project will complete the bypass by providing landscaping to the new US-131/M-42 interchange in Manton. The funding for this improvement will come from a prior TEA 21 earmark. Construction can begin in the spring of 2006.

2006-2010 ROAD & BRIDGE PROGRAM

NORTH CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|----------------|--------------------|------|-------------------------------|--------------|--------|------|------|------|------|------|
| GRAND TRAVERSE | M-72 | | US-31 TO EAST OF LAUTNER ROAD | STUDIES | | EPE | | | | |
| | | | | | 0.000 | | | | | |

2006-2010 ROAD & BRIDGE PROGRAM

NORTH NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|---------|--------------------|------|--------------------------|--------------------------------------|--------|------|------|------|------|------|
| WEXFORD | US-131 | | US-131/ M-42 INTERCHANGE | LANDSCAPING NEW FACILITY - NEW ROUTE | 5.400 | CON | CON | | | |
| | | | | | 5.400 | | | | | |

Grand Region

The Grand Region continues to experience significant growth and economic expansion which has resulted in increased traffic growth across the region. Through the implementation of the following capacity increase projects, the department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

I-196 / Chicago Drive (Baldwin St.), Interchange Modification, Kent and Ottawa Counties

The environmental clearance process to evaluate improvement alternatives to I-196 for this interchange has been initiated and is planned for completion in early 2006. The design will begin immediately following the environmental clearance.

The I-196/Chicago Drive interchange modification project will utilize both Jobs Today Initiative funding as well as multiple SAFETEA-LU earmarks to construct this project in Georgetown Township and the city of Grandville. Jobs Today Initiative funds, earmarked funds, and a local agency contribution will be used to complete right-of-way acquisition and construction activities. Construction is anticipated to begin in 2007.

US-131 BR / Michigan Street Improvements, Grand Rapids

Funding from the Jobs Today Initiative will be used to construct operational improvements on US-131 BR (Division Avenue) and lengthen and widen the Michigan Street bridge over US-131 BR in downtown Grand Rapids. These improvements will support approximately 2,150 new jobs in the medical sciences associated with the life science corridor medical facility developments currently under construction in Grand Rapids.

I-96 / 36th Street Interchange (I-96 Airport Area Access), Kent County

This new interchange will connect I-96 to the 36th Street extension in Kent County near the Gerald R. Ford International Airport. This project also includes the reconstruction of I-96 between M-11 (28th street) and Thornapple River Drive. Freeway reconstruction and interchange construction activities are ongoing and are expected to be completed in 2006. Construction of 36th Street extension by the Kent County Road Commission is underway. These projects will improve access to employment centers in this area, and relieve congestion at the I-96/M-11(28th Street)/Patterson Avenue intersection area.

US-31, Holland to Grand Haven, Ottawa County

A re-evaluation of the Draft Environmental Impact Statement (EIS) is underway and the final environmental clearance is expected to be completed in 2006. A land use study of Ottawa County will be included as a part of the Final EIS document to highlight the opportunity for local land use coordination which could help manage current and projected growth in the county along the corridor.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. Once the environmental clearance phase has been completed the earmark received for this project will be used to begin design and acquire right-of-way for a strategic section of the preferred alternative.

I-196 / I-96 Corridor Improvements, Grand Rapids, Kent County

Environmental clearance activities for the I-196/I-96 corridor, including I-196 from US-131 to I-96, I-96 from Leonard Street to Cascade Road, and M-37/M-44 (East Beltline) from M-21 to Knapp Street, in the city of Grand Rapids and Grand Rapids Township, are underway. These activities began in 2004 and will be used in decisions regarding corridor preservation projects and freeway modernization activities. The Federal Highway Administration issued a Finding of No Significant Impact in December 2005. This corridor also provides access to the developing Life Sciences Corridor in downtown Grand Rapids.

44th Street and US-131 Interchange Improvement, Grand Rapids

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT and the City of Wyoming have been working together for several years to develop improvement plans for this interchange. MDOT will use a portion of this SAFETEA-LU earmark to meet a prior commitment at the 44th Street bridge. The remainder of the earmark will be provided to the City of Wyoming to assist in the funding of the interchange improvement. Any remaining project costs will be the responsibility of the City of Wyoming.

US-31 / M-46 Transportation System Alternatives Study, Muskegon County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in Muskegon to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

I-96 / US-31 - Sternberg area Interchange Study, Muskegon County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in the greater Muskegon area to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

2006-2010 ROAD & BRIDGE PROGRAM

GRAND CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|-------------------------------|------|--|----------------------------------|--------|-------|------|------|------|------|
| KENT | I-196 (Gerald R Ford Freeway) | | AT CHICAGO DRIVE INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | EPE | | | | |
| KENT | I-196 (Gerald R Ford Freeway) | JT | AT CHICAGO DRIVE INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | 2.000 | | CON | CON | CON | |
| KENT | I-196 (Gerald R Ford Freeway) | JT | AT CHICAGO DRIVE INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | | ROW | | | |
| KENT | I-196 (Gerald R Ford Freeway) | | AT CHICAGO DRIVE INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | PE | PE | | | |
| KENT | I-196 (Gerald R Ford Freeway) | | I196;US131-196;196;LEONARD-CASCADE;M44;M21-KNAPP | STUDIES | | EPE | | | | |
| KENT | I-96 | | AT 36TH STREET | NEW INTERCHANGE-EXISTING ROUTE | | CON | | | | |
| KENT | US-131 | | UNDER 44TH STREET | MISCELLANEOUS REPLACE | | 0.000 | | CON | CON | CON |
| KENT | US-131 | | UNDER 44TH STREET | MISCELLANEOUS REPLACE | | | ROW | | | |
| KENT | US-131 | | UNDER 44TH STREET | MISCELLANEOUS REPLACE | | | PE | PE | PE | |
| | | | | | 3.879 | | | | | |

2006-2010 ROAD & BRIDGE PROGRAM

GRAND NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|--------------------|------|---------------|--------------|--------|------|------|------|------|------|
| OTTAWA | US-31 | | I-196 TO I-96 | STUDIES | | EPE | | | | |
| | | | | | 0.000 | | | | | |

Bay Region

The Bay Region's priority is to continue to provide transportation services to the region's agricultural industry. By doing so, the region's status is preserved as a leading producer of sugar beets and worldwide exporter of beans. The highways of the Bay Region also serve the Flint, Saginaw, Bay City and Midland industrial centers and serve as primary routes for tourism as well as international trade corridors.

Major Road Improvements

M-24 / I-69 to Pratt Road, Lapeer County

This project will widen M-24 from a two-lane road to a four-lane boulevard, from I-69 in Lapeer Township to Pratt Road in Metamora Township. This project will improve safety and reduce congestion in the M-24 corridor. Environmental clearance has been completed. In 2004, Lapeer and Metamora Townships adopted an access management plan which will enable implementation of the improvements identified in the Final Environmental Impact Statement (FEIS), and help maintain efficient future operations along the segment from I-69 to Pratt Road. Design and right of way acquisition was completed in 2005.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This project will utilize both Jobs Today Initiative funds and the SAFETEA-LU earmark to construct the proposed improvements.

M-24 / Pratt Road to south Lapeer County Line, Lapeer County

This project is a reconstruction and widening of M-24 from a two-lane road to a four-lane boulevard, from Pratt Road to Bauer Road in southern Lapeer County. Design was completed for this project in 2005, with right of way and construction phases deferred pending reasonable assurance of achieving and sustaining system condition goals, and identification of additional funding. An access management study was conducted in 2004 and adopted by the two townships along the corridor. The access management plan is a precursor to implementing the improvements identified in the environmental document, as well as maintaining efficient future operations along the segment from I-69 to Pratt Road.

I-675 at M-13, City of Saginaw, Saginaw County

This project received multiple earmarks within SAFETEA-LU. These earmarks will initially be used to complete the federally required interstate access modification/justification study to assess whether a direct interchange ramp can be constructed from I-675 to M-13 in Saginaw. In 2006, MDOT will complete an "Interstate Highway Break-in-Access Justification Report" for submission to the Federal Highway Administration (FHWA).

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The next step for the project is the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans. Final design activities and the acquisition of the remaining right-of-way have been in deferred status. No construction funds have been identified and no construction dates have been targeted. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark received for the US-127 corridor from St. Johns to Ithaca will be used for right-of-way acquisition consistent with on-going design along the US-127 corridor. MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such such changes are made, investment in this project can resume in 2006.

M-84 / Pierce Road in Saginaw County to Delta Road in Bay County

This project consists of reconstruction and widening of M-84 from a two-lane road to four-lane boulevard from Pierce Road in Saginaw County to Delta Road in Bay County. Construction began in September 2003 and northbound lanes were completed in 2004. Construction of the southbound lanes was completed in November 2005.

M-84 / Delta Road to Euclid Avenue in Bay County

This project includes the reconstruction of the existing two-lane road as a combination five-lane and three-lane cross section, from Delta Road to M-13 (Euclid Avenue) in Bay City. This project has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. MDOT has secured the right-of-way for future construction.

M-13 Washington Avenue Streetscape Project, Saginaw County

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. This earmark will be used to design and construct this streetscape project along M-13 in the city of Saginaw.

US-127 BR/Isabella Road extension, Mount Pleasant

Funding from the Jobs Today Initiative will be provided to improve access to US-127 and the US-127 BR by extending Isabella Road and relieving congestion on Mission Street.

M-15 between I-75 and I-69, Oakland and Genesee Counties

Environmental studies have been completed for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study was completed in 2005. Funding for additional project phases has not been identified.

2006-2010 ROAD & BRIDGE PROGRAM

BAY CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|---------|------------------------------|------|-----------------------------------|--|--------|------|------|------|------|------|
| SAGINAW | I-675 | | AT M-13 | NEW INTERCHANGE-EXISTING ROUTE | | EPE | | | | |
| LAPEER | M-24 (South Lapeer Road) | JT | PRATT ROAD TO SOUTH OF I-69 | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | 4.894 | CON | CON | CON | | |
| LAPEER | M-24 (South Lapeer Road) | | PRATT ROAD TO SOUTH OF I-69 | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | | ROW | ROW | | | |
| BAY | M-84 (Westside Saginaw Road) | | NORTH DELTA ROAD TO EUCLID AVENUE | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | | ROW | | | | |
| | | | | | 4.894 | | | | | |

2006-2010 ROAD & BRIDGE PROGRAM

BAY NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|---------|--------------------|------|------------------------------|---|--------|------|------|------|------|------|
| GRATIOT | US-127 | | NORTH OF ST. JOHNS TO ITHACA | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | | | ROW | | | |
| | | | | | 0.000 | | | | | |

Southwest Region

The Southwest Region is home to many industries, particularly those supporting automobile and aerospace manufacturing and medical/pharmaceutical industries. Tourism and fruit growing are also significant industries in southwest Michigan. The department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Major Road Improvements

I-94, US-131 to Sprinkle Road, Kalamazoo County

The I-94 corridor is a significant east-west trade corridor for Michigan and the nation. Environmental clearance and the design phase to reconstruct and widen I-94 through Kalamazoo was completed in 2004.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided multiple earmarks for this project. These earmarks will be used to reconstruct and widen I-94 from US-131 to Oakland Drive, including the I-94/US-131 interchange. Construction is anticipated to begin in 2006. The remaining segments will be constructed as funding becomes available.

I-94 Business Loop, Battle Creek, Calhoun County

Proposed improvements to I-94 BL include the widening of Dickman Road (relocated I-94 BL) to five lanes from I-194 to Main Street and to three lanes between Main Street and Elm Street. The intersection of Elm Street (relocated I-94BL) and Michigan Avenue would receive minor geometric improvements as part of this plan.

Design activities for this project will resume in 2006 as part of the Jobs Today Initiative for this project. Jobs Today funding will also be used to complete the right of way acquisition and construction phases. Construction is anticipated to begin in 2008.

US-31, Napier Road to I-94 / I-196, Berrien County

The final segment of this new limited access freeway received environmental clearance from the Federal Highway Administration in 2004. The design phase is underway and will be completed in 2006. Partial right of way acquisition is also ongoing.

The construction phase and any remaining right of way acquisitions are deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. Napier Avenue, the temporary connection between US-31 and I-94, is adequately handling current traffic demands.



US-131, State Line to North of Three Rivers, St. Joseph County

Environmental clearance activities for US-131 improvements in St. Joseph County are continuing. The Department is currently evaluating numerous comments received regarding the initial announcement of the selection of the No-Build Alternative in October 2005. In addition, there are operational issues and previous commitments that need to be considered in the final recommendation. The comments, issues, and commitments will be addressed within the final recommended alternative to be submitted to FHWA in early 2006.

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|-----------|-----------------------------|------|--|--|--------|------|------|------|------|------|
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF US-131 | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | 2.610 | CON | CON | CON | CON | CON |
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF US-131 | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | | PE | | | | |
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE | SUPERSTRUCTURE REPLACEMENT | 2.610 | CON | CON | | | |
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE | SUPERSTRUCTURE REPLACEMENT | | SUB | | | | |
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE | SUPERSTRUCTURE REPLACEMENT | 2.610 | CON | CON | | | |
| KALAMAZOO | I-94 | | FROM WEST OF US-131 TO EAST OF OAKLAND DRIVE | SUPERSTRUCTURE REPLACEMENT | | SUB | | | | |
| CALHOUN | I-94 BL (East Dickman Road) | JT | I-194 EAST TO ELM STREET | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | 0.076 | | | CON | | |
| CALHOUN | I-94 BL (East Dickman Road) | JT | I-194 EAST TO ELM STREET | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | | ROW | ROW | ROW | | |
| CALHOUN | I-94 BL (East Dickman Road) | JT | I-194 EAST TO ELM STREET | RECONSTRUCT AND ADD LANE(S) OVER 0.5 M | | PE | PE | | | |
| | | | | | 7.906 | | | | | |

2006-2010 ROAD & BRIDGE PROGRAM

SOUTHWEST NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|------------|--------------------|------|-------------------------------------|------------------------------|--------|------|------|------|------|------|
| BERRIEN | I-94 | | BRITAIN AVENUE TO I-196 | NEW ROUTES | | PE | | | | |
| ST. JOSEPH | US-131 | | STATE LINE TO NORTH OF THREE RIVERS | RELOCATION OF EXISTING ROUTE | | EPE | | | | |
| BERRIEN | US-31 REL | | NORTH OF NAPIER ROAD TO I-94 | RELOCATION OF EXISTING ROUTE | | ROW | ROW | | | |
| BERRIEN | US-31 REL | | NORTH OF NAPIER ROAD TO I-94 | RELOCATION OF EXISTING ROUTE | | PE | | | | |
| | | | | | 0.000 | | | | | |

University Region

The University Region serves 10 counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the "crossroads" of the Lower Peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways supporting commerce and international trade. The department will continue to address capacity increase and operational issues in order to remove congestion points as well as provide improved access to support the economic growth occurring across the region.

Capacity Improvements and New Roads

M-59 / I-96 to Michigan Ave., Livingston County

Environmental clearance to widen this segment of M-59 to a four-lane boulevard was completed in 2005. The Jobs Today Initiative has provided funding for the construction of the segment from east of I-96 to Michigan Avenue in Howell. Construction is anticipated to begin in 2007.

M-59 / Michigan Ave. to Old US-23 (Whitmore Lake Road), Livingston County

Environmental clearance for this segment of M-59 was completed in 2005. MDOT will continue with the design phase and right-of-way acquisition. Right-of-way preservation has been ongoing for several years in this rapidly developing corridor. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-94 / Baker Road, Washtenaw County

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. The environmental clearance and design phases, and most of the right-of-way acquisition work (provided by the Scio Township Downtown Development Authority) for this project have been completed.

Funding to construct this improvement has been provided by the Jobs Today Initiative. Construction is anticipated to begin in 2006.

I-94 / from M-60 to Sargent Road, Jackson County

Environmental clearance for this segment of I-94 is expected to be completed in 2006. The recommended alternative will establish a corridor improvement strategy for modernizing and ultimately widening the I-94 freeway through the urban area.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to advance priority improvements identified in the I-94 Modernization Study once environmental clearance has been obtained. No additional funding has been identified to undertake recommended improvements.

US-12 / Saline East City Limits to Munger Road, Washtenaw County

US-12 is predominantly two-lanes in this location and congestion is increasing due to development in south-central Washtenaw County. MDOT completed an environmental assessment, which identified a preferred alternative. The proposed improvement is a combination of a four-lane boulevard and a five-lane roadway along the current US-12 alignment.

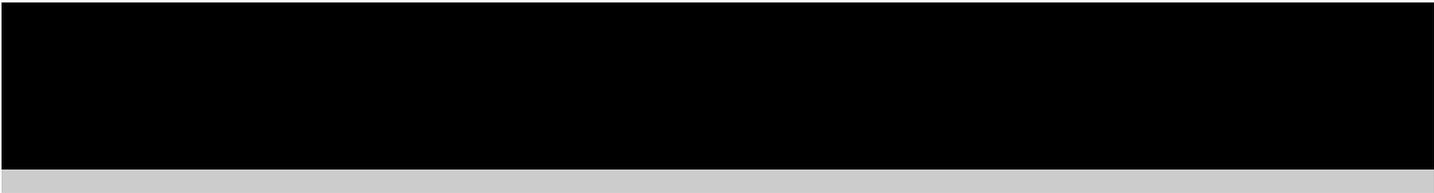
In late 2004, FHWA issued a Finding of No Significant Impact (FONSI) for MDOT's recommended alternative. MDOT will continue working on plans for the required wetland mitigation for this project. No further funding has been identified for future phases of this project.

US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties

The next step for the project is the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans. Final design activities and the acquisition of the remaining right-of-way have been in deferred status. No construction funds have been identified and no construction dates have been targeted. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark received for the US-127 corridor from St. Johns to Ithaca will be used for right-of-way acquisition consistent with on-going design along the US-127 corridor. MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

US-23 / M-14 to I-96, Washtenaw and Livingston Counties

In late 2002, the department initiated a study of the US-23 corridor between I-96 and Ann Arbor. Environmental clearance activities were subsequently deferred in 2003. When re-initiated, the study will examine existing conditions and future needs within the corridor. The completion of environmental clearance and design will take place in a future Five Year Transportation Program.


I-96 / Latson Road Interchange, Livingston County

The environmental clearance and design phases have been completed. The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project is planned to be used to construct a new Latson Road bridge over I-96 once the needed right-of-way has been provided from local sources.

MDOT will be unable to spend any funds to advance this project during 2006, unless the Legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

UNIVERSITY CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|------------|---------------------------|------|---|---|--------|------|------|------|------|------|
| WASHTENAW | I-94 | JT | BAKER ROAD, WEST OF ANN ARBOR | INTERCHANGE REDESIGN & UPGRADING | 0.500 | CON | CON | CON | | |
| JACKSON | I-94 | | M-60 TO SARGENT ROAD | ADD 1+ LANE 0.5 MI LONG | | EPE | | | | |
| LIVINGSTON | M-59 (West Highland Road) | JT | EAST OF I-96 TO EAST OF MICHIGAN AVENUE | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | 3.650 | | CON | CON | CON | CON |
| LIVINGSTON | M-59 (West Highland Road) | | EAST OF I-96 TO EAST OF MICHIGAN AVENUE | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | | PE | | | | |
| LIVINGSTON | M-59 (Highland Road) | | MICHIGAN AVENUE TO WHITMORE LAKE ROAD | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | | ROW | ROW | | | |
| LIVINGSTON | M-59 (Highland Road) | | MICHIGAN AVENUE TO WHITMORE LAKE ROAD | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | | PE | PE | | | |
| | | | | | 4.150 | | | | | |

Metro Region

The Metro Region serves four counties in southeastern Michigan: Wayne, Oakland, Macomb and St. Clair. These four counties encompass 161 cities and townships that are served by state trunklines. The state's largest population and the oldest and busiest freeways are within the Metro Region. Forty-three percent of the Vehicle Miles Traveled (VMT) on Michigan's freeway system occurs in this region. Since the Metro Region has the largest population concentration in the state, much of the land is being developed or re-developed at a rapid pace to accommodate growth. This includes increasing densities of land use adjacent to existing freeway rights of way. Widening of existing freeway right-of-way to increase capacity is becoming increasingly difficult without costly residential or commercial displacements. The department must be able to consider alternatives to address congestion to meet long-term demand and move people and commerce safely and efficiently.

The Metro Region is unique in that although it is composed of only four counties, it is the home to five international border crossings. These include the three roadway crossings of the Ambassador Bridge in Detroit, the Blue Water Bridge in Port Huron and the Detroit-Windsor tunnel in Detroit. The Ambassador Bridge is the busiest commercial border crossing in North America, the Blue Water Bridge is the second busiest commercial crossing in North America and the Detroit-Windsor Tunnel is the second busiest passenger crossing on the United States-Canada border. There are also two rail tunnels in the region, the Port Huron- Sarnia rail tunnel and the Detroit-Windsor rail tunnel.

MDOT will continue to improve international border crossings in the region to facilitate the flow of trade across the Canadian border and bordering states.

Major Road Improvements

I-96 / Wixom Road, Wixom, Oakland County

This project was developed in conjunction with the I-96/Beck Road project. This interchange will be reconstructed with a Single Point Urban Interchange (SPUI) design. The existing interchange is congested due to growth in the area. Environmental clearance for this project has been completed. The department is working with the local communities and developers regarding right-of way donations.

Funding from the Jobs Today Initiative and a SAFETEA-LU earmark will be used to improve the I-96 / Wixom Road interchange. These improvements will reduce congestion and improve access to the Cities of Wixom and Novi. These funds will be used to complete design, acquire a portion of the right-of-way and construct the proposed interchange improvements.

Design work on this project will resume in 2006, if the legislature passes a supplemental appropriations bill that restores MDOT funding cuts and vetoed road funding without special interest earmarking. If such changes are made, investment in this project can resume in 2006.

I-696 / Franklin Road, Southfield, Oakland County

This project will modify the existing interchange at I-696/US-24/M-10 and add two new ramps at Franklin Road to improve access to the area. Environmental clearance activities were completed in 2005. Design activities and right-of-way acquisition for this project were completed by the city of Southfield. This project includes several locally funded components. One component of this project was the relocation of Franklin Road. The relocation was completed in 2003 and was funded locally.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for the completion of this project. This earmarked funding will be used to modify access to I-696 by adding a new access point at Franklin Road. Construction is scheduled for 2006.

I-94 / East of I-96 to east of Conner Avenue, Detroit, Wayne County

This project would rehabilitate a seven-mile segment of I-94, including reconstruction of the I-94 interchanges with I-75 and M-10, and 67 bridges. The Final Environmental Impact Statement (FEIS) was approved by the Federal Highway Administration in December of 2004. An Engineering Report is scheduled to be completed by the end of 2006.

Design has been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 / I-96 / Ambassador Bridge Gateway, Detroit, Wayne County

The Ambassador Bridge handles the largest volume of international freight of any border crossing in North America. This project will reconstruct I-75 and I-96 from south of West Grand Boulevard to just north of Michigan Avenue, in the city of Detroit, and provide new direct access ramps from the Ambassador Bridge to I-75 and I-96. Environmental clearance for the project was obtained in 1997.

Construction has been completed on the first two phases of the project, involving road and bridge elements. The third phase that includes a new eastbound I-96 service drive from Michigan Avenue (US-12) southerly to Vernor Highway is currently under construction and will be completed in 2006. Construction on the remaining phase, which includes construction of the mainline freeway and direct plaza access ramps, will begin in 2006.



These phases will also include construction of a signature pedestrian bridge connecting East and West Mexicantown across I-75/I-96, along with extensive landscaping and architectural treatments as part of the context sensitive design. Construction is scheduled to be completed in 2008.

I-375 / East Detroit Riverfront Access, Detroit, Wayne County

The environmental clearance for a new interchange connecting I-375 to the East Riverfront Area has been completed. The new interchange will improve access between the interstate system and the area just east of General Motor's World Headquarters in the Renaissance Center.

Final design was completed in 2005. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

US-24, Brownstown Township, Wayne County

US-24 between Vreeland Road and West Road is proposed to be reconstructed with safety improvements. Environmental clearance is expected to continue with design and right-of-way acquisition activities to follow. Construction activities are anticipated to begin in 2008 with approved environmental clearance and certified right-of-way.

M-59 / Crooks Road, Rochester Hills, Oakland County

Design is being completed for reconstruction of the M-59/Crooks Road interchange. The existing two-lane bridge is proposed to be replaced with a dual span six-lane bridge to match the new cross section proposed for Crooks Road. In addition, two new loop ramps will be constructed to alleviate congestion caused by left turns to ramps onto M-59. Design is expected to be completed in 2006. Right-of-way acquisition and construction have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-59 / Crooks Road to Ryan Road, Oakland and Macomb Counties

The environmental clearance phase for widening M-59 from a four-lane to a six-lane freeway from Crooks Road to Ryan has been completed. Design and construction activities have been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

I-75 / M-59 Interchange, Oakland County

Environmental clearance has been completed. Initial design activities to determine specific right-of-way requirements were completed in early 2005. Right-of-way required in the southeast quadrant has previously been acquired. The remainder of the design phase of the project has been deferred pending reasonable assurance of

achieving and sustaining system condition goals and the identification of additional funding. Funding for the completion of right-of-way acquisition and construction has not been identified.

The Northwestern Connector, Oakland County

In 2006, MDOT and the Road Commission for Oakland County (RCOC) will continue work to improve connections between M-10 (Northwestern Highway) and M-5 (the Haggerty Connector). The project will rebuild one mile of Orchard Lake Road as a six-lane boulevard with three modern roundabout intersections, realign 14 Mile Road east of Northwestern highway, and construct a series of six additional modern roundabouts along 14 Mile Road and Maple Road. Environmental clearance for this project was completed in November 2002. Design work began in 2003 and will continue in 2006. The RCOC is acquiring right-of-way.

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark for this project will be used to construct roundabouts at the intersections of Maple/Drake, Maple/Farmington, and Farmington/14 Mile Roads. Construction is scheduled to begin 2006.

I-75 / 8 Mile Road to M-59, Oakland County

Environmental clearance activities for the widening of this segment of I-75 in Oakland County were completed in early 2005. This project will add an additional directional lane to I-75 that will operate as a High Occupancy Vehicle (HOV) lane during the peak hours and a general purpose lane during the remaining hours. Access from I-696 to northbound I-75 will be modified to improve traffic flow and safety.

This project also includes the reconstruction of the 12 Mile and 14 Mile Road interchanges and improvements to the storm water system throughout the corridor. Design activities have been deferred pending reasonable assurance of achieving and sustaining statewide system condition goals and the identification of additional funding.

I-75 / Crooks Road, Troy, Oakland County

This project was originally proposed to reconstruct the existing interchange and provide additional ramps at Long Lake Road. As a result of a request from the city of Troy, we are reducing the scale of this project to only examining alternatives that improve the operation of the existing interchange.

I-75 / South of Chrysler Dr. to M-24, Auburn Hills, Oakland County

The project will add collector-distributor roads adjacent to I-75, and reconstruct and modify the I-75/University Drive interchange. Environmental clearance is currently



being re-evaluated since the original clearance was completed in 1987. Some right-of-way has been acquired, but the remainder of right-of-way acquisition is deferred. No funds have been identified to construct the project.

M-59 / Adams Road, Auburn Hills and Rochester Hills, Oakland County

The relocation of the M-59/Adams Road interchange was required to provide proper spacing between this interchange and the new interchange at M-59/Squirrel Road that was constructed to improve access to this area of Oakland County. This project is being constructed in three phases. Construction of phases one and two of this project was initiated in 2004, and the interchange was opened to traffic in 2005. Phase three, which includes two ramps for future traffic growth, is deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

M-15 / between I-75 and I-69, Oakland and Genesee Counties

Environmental studies are complete for a future widening of M-15 in northern Oakland County and eastern Genesee County. An access management study was completed in 2005. Funding for additional project phases has not been identified.

The I-94 Bridge over Black River, St. Clair County

The I-94 Bridge over Black River, built in 1950, is obsolete and inadequate to meet the demands of increasing traffic. Replacement is needed to provide a modern structure which will meet current and future traffic requirements.

MDOT completed a deck overlay in 2002 to extend the life of the bridge, and began design work for a replacement bridge, but the planning effort was placed on hold pending a decision on the preferred design of the adjacent Blue Water Plaza. Because of the scale of proposed plaza improvements and the condition of the Black River bridge, discussions are underway to determine whether the Black River Bridge project should proceed as a separate project or as part of Blue Water Plaza reconstruction.

The Blue Water Bridge Plaza Study, St. Clair County

U.S. and Canadian partners, including MDOT, the Department of Homeland Security, and the General Services Administration, are evaluating options to accommodate inspection and toll collection activities on the U.S. side of the Blue Water Bridge through the year 2030. Rapidly increasing commercial traffic and increased border inspection and security requirements necessitated this cooperative effort. Practical alternatives now under evaluation include at-grade or off-site plaza layouts and related road improvements. MDOT expects to complete an environmental impact statement for a preferred alternative in Fiscal Year 2007.

The Blue Water Bridge Plaza Improvement project received multiple earmarks including a Project of National and Regional Significance earmark within SAFETEA-LU.

With approval from the Federal Highway Administration, MDOT will use these earmarks to acquire right-of-way in 2006 and 2007, for strategic parcels and initiate preliminary engineering work in 2007, prior to final approval of the Record of Decision.

Detroit Intermodal Freight Terminal (DIFT), Wayne County

This is a project to develop a regional freight terminal complex to serve shippers and industries in Southeastern Michigan. Presently the six intermodal facilities in Southeast Michigan are scattered over many locations, and are inadequate to accommodate growing demand.

The Detroit Intermodal Freight Terminal (DIFT) would consolidate these facilities and/or expand capacity at existing sites. Depending on the outcome of an Environmental Impact Study (EIS), the expansion may be consolidated at one site in Southwest Detroit, or implemented at four existing facilities located in and around Detroit.

A draft environmental impact statement for the project was completed in 2005, and Public Hearings were held in June of 2005. The Final EIS is expected to be completed in 2006, and will then be submitted to Federal Highway Administration (FHWA) for review and approval. No funds have been identified to complete this project.

Detroit River International Crossing Study (DRIC), Wayne County

In January, 2004, the Border Transportation Partnership completed a Planning/Need and Feasibility Study Report that documented the need for additional cross border capacity and recommended the pursuit of environmental clearance for a new or upgraded border crossing in the Windsor/Detroit area.

The Border Transportation Partnership will continue oversight of the environmental clearance process, ensuring that federal, state and provincial governments jointly plan border improvements.

The environmental study will result in the identification of a recommended alternative(s) to handle security concerns and support trade and tourism between Canada and the United States for the long term.

The schedule calls for completion of environmental clearance by the end of 2007. A scoping document has been developed and a scoping meeting was held in August of 2005. Several illustrative alternatives have been developed and will be evaluated according to environmental and mobility criteria in 2005. These alternatives spanned an area from Belle Isle, Detroit, to the City of Wyandotte. The area of focus has been narrowed to locations generally from the U.S. Steel facility north and east to the Ambassador Bridge area.

M-10, between Greenfield Road and I-94, Detroit

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. The earmark contained within SAFETEA-LU for this project will be used to reconstruct M-10 between Greenfield Road and I-94. Construction is scheduled for 2007.

Van Dyke Road Improvements from I-696 to Red Run Drain, City of Warren

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders within the City of Warren to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

M-85 Railroad grade separation, north of Van Horn Road, Trenton

The 2005 SAFETEA-LU Transportation Reauthorization bill provided funding for this project. MDOT will coordinate with our transportation stakeholders in Trenton to develop an appropriate strategy to spend this earmark consistent with the language contained within SAFETEA-LU.

Other Major Studies

In urban areas, major preservation activities may require significant environmental review. In the Metro Region, two environmental studies associated with future trunkline preservation work have been completed. They include:

M-85 Fort St. / Bascule Bridge Project, Wayne County

An Environmental Assessment for the Bascule Bridge on M-85 over the Rouge River in the City of Detroit has been completed.

A public hearing was held in late 2004 to announce the recommended alternative. The project is scheduled for construction to begin in 2007.

M-1 / M-102 Environmental Assessment Study, Wayne County and Oakland County.

An Environmental Assessment of the Woodward Avenue (M-1) bridge over Eight Mile Road (M-102) was completed in 2004, and a Finding of No Significant Impact (FONSI) was issued by the FHWA in 2005. The design phase of the project has begun with completion scheduled in 2006.

2006-2010 ROAD & BRIDGE PROGRAM

METRO CAPACITY IMPROVEMENT

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|-----------|-----------------------------------|------|--|---|--------|------|------|------|------|------|
| OAKLAND | 11 MILE ROAD | | FROM FRANKLIN ROAD TO EAST OF INKSTER ROAD | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | 0.000 | CON | CON | | | |
| WAYNE | COUNTYWIDE | | LIVERNOS JUNCTION YARD | STUDIES | | EPE | | | | |
| OAKLAND | I-696 | | AT FRANKLIN ROAD INTERCHANGE | NEW INTERCHANGE-EXISTING ROUTE | 1.065 | CON | CON | | | |
| OAKLAND | I-75 (Walter Chrysler) | | NORTH PERIMETER ROAD INTERCHANGE TO NORTH OF M-24 | ADD 1+ LANE 0.5 MI LONG | | PE | | | | |
| OAKLAND | I-75 (Walter Chrysler) | | AT CROOKS ROAD INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | | PE | | | |
| OAKLAND | I-75 | | AT M-59 INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | EPE | | | | |
| OAKLAND | I-75 (Walter P. Chrysler Freeway) | | AT CROOKS ROAD, CITY OF TROY, OAKLAND COUNTY. | STUDIES | | EPE | EPE | | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | INTERCHANGE REDESIGN & UPGRADING | 1.946 | CON | CON | CON | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | INTERCHANGE REDESIGN & UPGRADING | | ROW | | | | |
| WAYNE | I-75 | | AT THE AMBASSADOR BRIDGE | INTERCHANGE REDESIGN & UPGRADING | | PE | | | | |
| WAYNE | I-94 | | I-96 TO CONNER AVE IN DETROIT | STUDIES | | EPE | | | | |
| ST. CLAIR | I-94/BLUE WATER BRIDGE | | BLUE WATER BRIDGE PLAZA | STUDIES | | EPE | EPE | | | |
| ST. CLAIR | I-94/BLUE WATER BRIDGE | | BLUE WATER BRIDGE PLAZA | STUDIES | | ROW | ROW | ROW | ROW | ROW |
| ST. CLAIR | I-94/BLUE WATER BRIDGE | | BLUE WATER BRIDGE PLAZA | STUDIES | | | PE | PE | PE | PE |
| OAKLAND | I-96 | JT | AT WIXOM ROAD INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | 0.827 | | CON | CON | CON | CON |
| OAKLAND | I-96 | JT | AT WIXOM ROAD INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | | ROW | | | |
| OAKLAND | I-96 | | AT WIXOM ROAD INTERCHANGE | INTERCHANGE REDESIGN & UPGRADING | | | PE | | | |
| OAKLAND | I-96 | JT | AT GRAND RIVER AVENUE AND WIXOM ROAD | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | 0.250 | | CON | CON | CON | CON |
| OAKLAND | I-96 | JT | AT GRAND RIVER AVENUE AND WIXOM ROAD | RECONSTRUCT AND ADD LANE(S) OVER 0.5 MI | | | ROW | | | |
| WAYNE | I-BS-375 | | JEFFERSON AVENUE WEST TO SOUTH OF I-75 | INTERCHANGE REDESIGN & UPGRADING | | PE | | | | |
| MACOMB | M-53 | | 27 1/2 MILE ROAD TO 34 MILE ROAD | SOUND BARRIER TYPE I (REQUIRED) - NEW R | 0.001 | | CON | | | |
| MACOMB | M-53 | | 27 1/2 MILE ROAD TO 34 MILE ROAD | SOUND BARRIER TYPE I (REQUIRED) - NEW R | | PE | | | | |
| MACOMB | M-53 | | AT 18 1/2 MILE ROAD & VAN DYKE | NOISE BARRIER TYPE I ON EXISTING ROUTE | 0.720 | | | | | CON |
| MACOMB | M-53 | | AT 18 1/2 MILE ROAD & VAN DYKE | NOISE BARRIER TYPE I ON EXISTING ROUTE | | | | PE | PE | |
| OAKLAND | M-59 | | AT CROOKS ROAD INTERCHANGE | REPLACE BRIDGE, ADD LANES | | PE | | | | |
| OAKLAND | M-59 EB | | AT SQUIRREL ROAD | NOISE BARRIER TYPE I ON EXISTING ROUTE | 0.246 | CON | CON | | | |
| OAKLAND | NORTHWESTERN CONNECTOR (M-59) | | AT 14 MILE & HAGGERTY, & DRAKE, & FARMINGTON ROADS | ADD L LANES UP TO 0.5 M | | PE | | | | |
| | | | | | 5.055 | | | | | |

2006-2010 ROAD & BRIDGE PROGRAM

METRO NEW ROADS (CAPACITY EXPANSION)

| COUNTY | ROUTE(COMMON NAME) | DIR. | LOCATION | TYPE OF WORK | LENGTH | 2006 | 2007 | 2008 | 2009 | 2010 |
|--------|-------------------------------|------|--------------------------|--------------|--------|------|------|------|------|------|
| WAYNE | DETROIT RIVER INTNTL CROSSING | | SE MICHIGAN & SW ONTARIO | NEW ROUTES | | EPE | EPE | EPE | | |
| | | | | | 0.000 | | | | | |

Multi-Modal Expansion Program

2006-2010

Five Year Transportation Program

airports, which including improvements at locally owned airports.

- Economic development loans and grants for rail-dependent business and industry.

Expansion may also result from increased federal transit funding under SAFETEA-LU, both in terms of increased formula apportionments and High Priority Project earmarks. However, the increased funding will also serve to keep up with the increased costs of operating and maintaining existing systems.

Transit expansion that may be facilitated with the \$114.4 million in New Starts earmarks included in SAFETEA-LU - \$14.4 million for the Grand Rapids area and \$100 million for the Ann Arbor to Detroit corridor - are not yet included in MDOT's Five Year Transportation Program. Final implementation timelines have not yet been set for these two projects, and it has not yet been determined if the projects will be a state or local lead.

Another transit expansion effort under way is the Midwest Regional Rail System (MWRRS) Initiative. The initiative reflects a fundamental change in the delivery of intercity passenger rail service in the Midwest, primarily using existing rail rights-of-way shared with freight and commuter rail to provide increased train speeds, frequency, system connectivity and service reliability. In Michigan, this could result in up to nine daily round trips between Detroit and Chicago consisting of a mix of express and local service.

The MWRRS initiative would be a major infrastructure project consisting of a total capital cost of \$7.7 billion (\$6.6 billion in infrastructure and \$1.1 billion in train equipment) extending over a 10-year period. Michigan's portion of this infrastructure investment would be \$1.1 billion. It is estimated that development of this system would create 2,000 permanent jobs and 8,000 construction jobs. There are no state or federal funds for this project included in MDOT's Five Year Transportation Program.

While it is typical to plan and fund transportation projects five years in advance, the Transportation Economic Development Funds (TEDF) is a mechanism that allows MDOT the ability to respond quickly to economic development opportunities. The fund provides a means for state government, local agencies, and business to work together to meet the urgent demands placed upon the transportation system

Transportation Economic Development Fund Program (TEDF)

throughout the state. Between 2006 and 2010, the TEDF Category A (Target Industries) program will be responsive to specific development opportunities that attract private investment and create or retain Michigan jobs.

Examples of recent TEDF State Trunkline investments include the reconstruction of cross-overs, pavement milling, and resurfacing of Fort Street/M-85 between Schaefer and Oakwood in the City of Detroit; and intersection improvements to M-199 in Calhoun County.

MDOT's Metro Region performed major repairs on Fort Street/M-85 in support of Marathon Ashland Petroleum, LLC expansion plans. The expansion project will increase plant output and comply with the new environmental regulations. Without these improvements, the facility was facing closure and Michigan was facing the loss of the last remaining refinery in the state. Marathon Ashland will invest nearly \$303 million in the facility and retain 302 employees. The cost of transportation improvements are \$1,026,900 including \$821,520 in state TEDF funds and \$205,380 (20 percent) in MDOT Metro Region funds.

The MDOT Southwest Region will partner with the Andersons and the Calhoun County Road Commission to reconstruct the intersection of M-199 and B Drive North in Albion County. The project will include the consolidation and realignment of B Drive North and the extension of the turn lanes on M-199. These safety enhancements are necessary to accommodate large investments by Andersons Albion Ethanol LLC and Continental Carbonic Products, Inc.

Andersons Albion Ethanol LLC is constructing a new ethanol plant. The company considered sites in Nebraska, Iowa, and Indiana, but decided on the site in Albion, Michigan, in part due to commitments to improve access to the location. The new facility represents \$86,000,000 in private investment and will create 33 new jobs. Continental Carbonic Products, Inc. specializes in manufacturing and distributing dry ice (solid carbon dioxide) and liquid carbon dioxide. The company will create 50 new jobs at its new \$10,000,000 facility, which will be located next to the new ethanol plant.

The cost of the project is \$198,500, including \$120,500 in TEDF Category A funds, \$30,000 from the Andersons, \$32,000 from the Calhoun County Road Commission, and \$16,000 from the MDOT Southwest Region.

2006-2010

Five Year Transportation Program

